

Reno Evening Gazette

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ALLEN C. BRAGG, Proprietor

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Monday, April 8, 1889

5 O'CLOCK EDITION.

A GREAT opportunity is at the command of the successor of Cleveland Secretary of the Navy, and if he possesses similar energy he may achieve a great reputation. Not since the war between the States has such progress been made in the building of new and formidable war ships, of which the country need not be ashamed, as during the last four years, and the task of continuing the work will not be a trivial one. The new Secretary is likely to encounter at every step prejudice, selfishness and political greed. Among the quicksands he will find speculators whose sole object is personal gain, and the old fogies who have blocked the growth of the Navy for the last twenty years. If he safely steers his way among these, the new Secretary will win unfading laurels. If he fails, the failure will be signal for a new navy will become one of the chief objects of American pride and endeavor.

Official reports show that the population of the Province of Quebec, exclusive of Montreal, has decreased 239,340 in five years, caused by French Canadian leaving for the New England States. The census of 1881 gave the total population of the province as 1,389,027. Deduct 160,000 from Montreal and the loss is nearly 20 per cent. Late reports from New England sources show that these immigrants are becoming assimilated. The older ones show a disposition to accommodate themselves to their new conditions and the children go to the public schools and grow up Americans. There is food for thought here in connection with annexation questions.

Driven to Desperation.
FORT DODGE, Ia., April 8.—A posse of twenty-five men will arrive from Des Moines this evening to assist the United States Marshal in the evictions which will be resumed as soon as the rain ceases. President Boynton of the Settlers' Union disclaims responsibility for the acts of violence towards the evictees. He says they are the work of individuals driven to desperation by their wrongs.

A Tour of Inspection.
WASHINGTON, April 8.—General Schofield contemplates a tour of inspection of the military posts the latter part of this month. Among those to be visited will probably be the new posts at Denver and Fort Russell, Wyoming Territory.

A Small Riot.
ROCHESTER, N. Y., April 8.—A small riot similar to that of Saturday occurred at noon to-day in connection with the street car strike. Stones were thrown at the cars and the windows were smashed, but no one was hurt.

Horribly Mutilated.
HAMBURG, April 8.—The body of a boy named Steinfaust was found this morning on the road near the city. The throat had been cut, the abdomen ripped open, the entrails removed and otherwise shockingly mutilated.

Fort Logan.
WASHINGTON, April 8.—By direction of the President, the Secretary of War has ordered that the new military post near Denver shall be known as Fort Logan, in honor of the memory of the late John A. Logan.

Quiet on the Frontier.
ST. PETERSBURG, April 8.—General Rosenbach, Governor of Turkistan, is returning to Tashkend. He reports tranquility along the Afghan frontier. The Amer of Afghanistan is returning to Cabul.

American Pilgrims.
JAFFA, April 8.—A party of American Catholic pilgrims reached here yesterday from Jerusalem. They will reach Jerusalem to-night and remain till April 23.

A Transfer.
WASHINGTON, April 8.—By direction of the President the State of Wisconsin has been transferred from the military department of the East to the Department of Dakota.

Ordered to Leave Belgium.
PARIS, April 8.—The Belgian authorities have notified Bonlangier to leave Belgium, and he will go to Brighton to-morrow.

Died of Nervous Prostration.
NEW YORK, April 8.—Mrs. Theo. Thomas, wife of the musician, died this morning of nervous prostration.

Death of Dr. Kidder.
WASHINGTON, April 8.—Dr. J. Kidder of the Smithsonian Institute, died this morning from pneumonia.

Bar silver 92 1/2.
A New York dispatch says that Edwin Booth is much better to-day.

BIG LAND CASE.

Gen. Schofield to Make a Tour of Inspection.

DEATH OF DR. J. H. KIDDER.

Regular Snow Blizzard in the State of Virginia.

FT. LOGAN ESTABLISHED.

Defective Character of the New War-Ships.

[ASSOCIATED PRESS DISPATCHES TO THE GAZETTE.]

Important Land Case.

MARQUETTE, Mich., April 8.—The Register and Receiver of the Land Office for this district has decided in favor of the scrip location on land within the indemnity limits of the old Marquette, Houghton and Ontonagon railroad recently declared forfeited, as against the homestead and pre-emption settlers who claimed the lands in dispute by virtue of actual entry thereon as soon as they were thrown open to entry, as against the scrippers who had previously applied for the lands. The local officials held that the applications of scrippers was a constitutional appropriation of the lands in dispute, which took effect as soon as they became subject to entry. The finding will soon be appealed from the case transferred to Washington. The decision effects lands on which there is a fine estimated to be worth not less than two million dollars. The hearing in these cases has occupied the attention of the Register and Receiver from the 11th of March until the 6th of this month, and there have been not less than a dozen lawyers engaged in conducting it.

Brutal Cat-Threats.

WHEELING, W. V., April 8.—Ellison Hatfield, one of the participants in the Hatfield-McCoy feud now in jail in Kentucky, has confessed to the facts of the murder of the three brothers of McCoy—Talbot, Farley and Randolph. The Hatfields captured them, tied them to a tree and gave them time to say their prayers. John Hatfield then shot Farley dead; Alex Hatfield killed Talbot, and Alex Musser killed Randolph. All the others also emptied their weapons into the bodies of the victims, then Wall Hatfield made all of the band swear to take the life of the first man who divulged the names of those who were along. Hatfield further stated that he and Tom Wallace killed Jeff McCoy and gave the particulars of the brutal murder of Allison and Alvin McCoy in 1888. The Hatfield gang surrounded the house and fired it, and shot the girl while trying to extinguish the flames. Both Ellison and John Hatfield claimed to have shot Alvin.

Judgment Affirmed.

WASHINGTON, April 8.—The Supreme Court rendered an interesting decision to-day. The town of Watertown, Wisconsin, issued its bonds. Its charter provides that all suits against the city must be by service on its Mayor. Certain bond holders brought suit, but were unable to secure service on the Mayor because he resigned as soon as elected. Finally the city entered a voluntary appearance, and set up the statute of limitations. Plaintiffs demurred, claiming that they tried to begin suit in season, but were debarred by a conspiracy.

Wisconsin Court held the suits not properly begun within the statutory time, and gave a judgment in favor of the city. The Supreme Court affirms this judgment on the ground that it is a matter purely within the State jurisdiction, and the only remedy is to appeal to the State Legislature.

Incurably Insane.

NEW YORK, April 8th.—Under the new regulation of the Board of Immigration compelling steamship boarding officers to examine first-class passengers, a saloon traveler was detained this morning and placed in confinement in Castle Garden. The prisoner is Madame Albert L'Homme Bonglingdale, an educated and refined woman nearly seventy years old. She occupied one of the most costly suites of rooms on the steamer LaGascogne. The officers found her incurably insane. She was on the way to Louisville, Ky., to visit relatives.

Spring Snow Storm.

HARRISONBURG, Va., April 8.—The worst snow storm of the season is raging. It is a perfect blizzard. The snow is eight to ten inches deep and badly drifted, and the wind is blowing a hurricane—fifty miles an hour. The wires are all down, and we have been cut off from the outside world for the last thirty-six hours.

STANTON, Va., April 8.—The severest snow storm prevailed here on Saturday known for thirty years. Over twelve inches of snow fell, but melted rapidly, and the streams are swelling.

Heavy Fire Losses.

SAVANNAH, Ga., April 8.—A careful estimate puts the loss by last Saturday night's fire at \$700,000. The heaviest losses were: The Independent Church, \$170,000; Guard's armory, \$20,000; furniture store, \$61,000; Co-operative store, \$99,000; Odd Fellows' Hall, \$35,000.

Business Increasing.

BOZON, April 8.—The gross earnings of the Atchison, Topeka & Santa Fe and all side lines for February was \$1,864,982; not \$389,782. An increase over last February of \$60,700.

THE INQUEST.

Facts Brought to Light Before the Coroner.

QUESTION OF BUT A MINUTE.

How Young Wilson and Fireman Mysegades Lost Their Lives.

The Coroner's Jury met Saturday afternoon at 4 o'clock to inquire into the death of Harry Wilson and J. H. Mysegades, and took the testimony of engineer Thatcher and conductor Clark of train No. 9, when they adjourned over till this morning at 9 o'clock. The testimony given before them is as follows:

Jack Thatcher, the engineer of No. 9, testified as follows: I left Truckee on No. 9's time at 8:15, and we were due at Verdi at 10:25 A. M., but were a few minutes late in Verdi on account of unloading freight at Essex, but arrived at Verdi at 10:28 1/2 or 10:29. We dropped a car out at Verdi; that took about two minutes. I left Verdi between 10:31 and 10:32. I looked at my watch when I left the west switch, and it was 10:31. It was about 10:32 when I passed the station. My watch and the clock on the engine were exactly alike. I don't know what time my conductor had, but I believe that he compared his time with my clock after leaving Verdi. We broke in two this side of the Verdi bridge, and it was there that the conductor compared his watch with my clock. We had to stop and couple up the train after we broke in two. The train was coupled by Ike Cross or the conductor. This took, from the time we stopped until we got started, three or four minutes. This was about two miles west of where the collision took place. It was between 10:41 and 10:42 after we got the train started after we broke in two. I looked at the time about as we started. We were running ten miles an hour when I looked at my watch, and increasing. We increased the speed of the train until we were running about twenty-one or twenty-two miles an hour. We were going down grade. The schedule for running trains is thirteen miles an hour round curves and fifteen miles an hour on a straight track. I had no special orders to run faster than the schedule time. It took five minutes to run from where we broke in two to the place where the collision occurred. West-bound trains have the right to the track unless they are twenty-five minutes late at meeting points, but all trains of the same class are obliged to allow five minutes for variation of watches. We were six minutes late in leaving Verdi. That gave us four minutes to make up. We were running without using any of the variation. We would have to run about ten miles an hour to make Laughton's by 10:45. We were not more behind time the day of the collision than we usually are. No. 9 is a way freight and has to do the work. I know that we could have to run eighteen miles an hour or a trifle faster to make Laughton's by 10:45. It is customary for No. 9 to sidetrack at Laughton's. After waiting five minutes behind our card time, No. 10 had the right to the track. We were the duty of No. 10 to wait till 10:50 before pulling out. I put on the air and reversed my engine when I saw No. 10. I received a severe cut on my head that dazed me for a time. We expected to meet No. 10 at the switch, and we expected to get there before the five minutes had half expired. The engine of No. 10 was about 200 yards west of the west switch. When I looked at my watch after coupling the train after we broke in two, it would take about five minutes to run to Laughton's. We were running on the time allowed for variation of watches when we collided. There is no rule of the company that allows us to run on the five minutes allowed for variation. I told the conductor that we could make it all right, or we could cut off and flag down, and he said, "Let us go on, we can make it." I did not think that I could make it without infringing on No. 9's time, but I thought I could get to the whistling post and be heard or seen by that time. Our instructions are to flag when we can't make a meeting point on time. If my train had sent a man ahead to flag us in there would not have been any collision. I compared my watch with the clock at Truckee before leaving there, and an quite positive my time was correct. The clock at Truckee is considered reliable. I blew two remarkably long whistles at the whistling post and one after passing it. The whistling post is about half a mile west of the west switch. My object for blowing them was to notify No. 10 that we were coming.

E. E. Clark, being sworn, testified as follows: Am a S. P. conductor. On the 4th of April I was running a freight train between Wadsworth and Truckee. I was running train No. 9, bound east on that day. Left Truckee at 8:15 P. M. on that day, on time; reached Verdi about 10:31 A. M. Did not register at Verdi; asked operator relative to his time and he said you can't depend on that clock; it's wrong. I told him about a couple of cars had cut out from the train, gave him the bills and pulled out. Did not stop train at the station; threw him the bills, gave signal and pulled out. I looked at my watch and it was 10:31. Engineer also looked at his. I climbed on the first car. The train was going so fast that I missed the engine and caught first car. I then went on the engine; rode on the engine till we reached Laughton's, and was on it when we met. We had an accident on the hill this side of the bridge, where a pin pulled out and train stopped. We coupled up as soon as possible; did not take time, but could not have been over a minute. Don't know who coupled the train positively; one of the boys did it. Did not time the coupling, but it couldn't have been over two minutes. One of the brakemen

asked me if we should go on and I told him certainly. Thatcher and I spoke just before we got to Laughton's and we talked about his clock. I looked at it and looked at my watch. The latter read 10:42. The watch and clock were very nearly together, not over thirty seconds difference. As we went around the curve above Laughton's house I said to Thatcher if you can't make it we will cut off. He said there was no need of it, we will get there. I don't know that I answered him. I was satisfied with his answer. We had something over two minutes before we were due at the switch; were due there at 10:45. We were something over a mile from the switch. We were running at about 25 miles an hour at that time. We were satisfied that we could reach in the two minutes. There would have been a very little difference in the time, not more than fifteen or twenty seconds, perhaps covered by the variation of the watches. Trains are allowed five minutes at meeting points for variation. We counted on reaching Laughton's on time, not considering variations. It is supposed that four or five minutes may be taken up in getting to a switch, but we were on time at the whistling post. At this point we were not in sight of the crew of No. 10. There is a very sharp curve there and the train could not be seen.

The rules are laid down in the time card, that the first train at a siding is supposed to side-track, but these rules are not always followed in the rules. The up train holds the main line to Verdi. The down-hill train generally side-tracks at Laughton's; from Verdi to Boca the up-hill train has the main line at Verdi. The up-hill train is supposed to side-track at Verdi. I am certain that we were in sight of the whistling-post at Laughton's within the 45 minutes allowed. I base this certainty on the time we received from the division clock at Truckee. This is the way we go by coming from that way. I compared my watch with the clock there before leaving. While the train is running the conductor and engineer are held responsible. If it is the double order system, both have to sign. In leaving Verdi we had close to 15 minutes to reach Laughton's. To reach there, we would have to run at the rate of about 20 miles an hour. According to the rules of conductors of the road, we are supposed to make 18 or 20 miles an hour on such a piece of road as that between Verdi and Laughton's. The west-bound train has the right to the road. The distance from Verdi to Laughton's is a little over 5 miles. The time for number 10 to leave the switch would have been 10:50. If No. 10 reached there at 10:50 and we were required to stop. After west-bound trains are twenty-five minutes late, east bound trains have the right to the road. Variation in watches cannot be used in connection with this twenty-five minutes. If you are at a whistling-post you have to stop to use the five minutes for variation of watches, but not when running from station to station. At the time of the collision I was on engine No. 371. Cannot tell how fast we were going when we struck; any one could put it at this point. We were on a street car, as we had begun to slow down at the whistling-post. I left the train just as the collision came. I halted at Jack to get off, but he said he would not get off but would stop her. He plugged her, that is, put her in back motion and held her wide open on sand. Did not look to see what time it was then, but after 78 quit blowing steam we looked and it was 10:48. I can't tell how long it took for her to lose her steam, but it took two or three minutes for a twelve-wheel engine to lose the steam. This was my time. Perkins had 10:51, Wadsworth time. Thatcher's time agreed with mine. He compared just as soon as he got down off the top of the car, while he was running, and he compared with Perkins, then Thatcher climbed down and compared.

We three were on that side, then I ran through to the other side where the boys were. Perkins stood there and watched the engine. He had a hair like a wild man, carrying on over his fireman. His fireman was laying right at the side of the steam chest of the 78. The steam was so thick that you couldn't tell anything except that there was a body of a man lying there, simply a mass of black and white torn into pieces and seemed to be burned badly. When I noticed him first he was right under our feet. His name was Henry Mysegades; don't know his nationality; suppose he was in the engine. He was a tall man, Wilson hanging out of the stack, and made two attempts to get to him, but couldn't on account of the heat; he was in the stack of No. 78; he couldn't help but have been dead, from the smoke, heat and the position he was in. The smoke coming from the engine was sufficient to smother him; we were about six minutes late; our engine was level on the track, but 78 was reared up; after the collision Wilson was on the up-hill train, also the fireman. After the collision Thatcher was wringing his hands and saying my God, why wasn't I me; he was the only one hurt on our train; he had a small cut in his forehead; Perkins was on the other side carrying on in the same manner; did not leave any marks on the engine. Thatcher said when we left Verdi it was 10:42; it would take probably 2 1/2 or 3 minutes to run from Verdi to where we struck; their train was on the main line; the regular running time would allow us about fifteen minutes to run five miles; our instructions allow us to run twenty miles an hour; cannot say just how long it took us to couple when we broke in two, but likely it did not take over two or three minutes; we are supposed to run fast enough as far as time is concerned. The whistling post is about half a mile west of the west switch; a train standing between switches at Laughton's cannot see a train at the whistling post, the curve being too short; we were at the whistling post five minutes, and had a right to use the forty-five minutes "dead time." Had I sent out a flag the collision would not have occurred; it was not necessary to send out a flag, so did not send it out. Our instructions are, in case of doubt, is to take the safe side. Mr. Clark testified to the time card as exhibited to him. Our train left Truckee at 8:10; we were due at Wadsworth at 1:35 P. M.; we had ten minutes "dead time" at Mystic and thirty-five minutes at Reno. After deducting the forty-five minutes "dead time" we have four hours and thirty-five minutes between Truckee and Wadsworth. We calculate time from station to station. We would have to run over fifteen miles per hour to make the time between Verdi and Laughton's. We are not

required to stop at Verdi unless we are flagged or have work to do. We had work to do that morning; had freight down the hill and cars to set out. Stopped at Tahoe spur, Prosser Creek, Boca, Mystic and Essex, and at Verdi we set out two cars. We are supposed to run by schedule time. Before leaving Wadsworth on the 3d I compared my time with Wadsworth's, and also compared it with that of the engine, and they were both together. I also compared with the clock when I left Truckee, and also compared with the engineer. My time was one and a half minutes faster than the clock, and I asked the operator if the clock was right and he said it was, and I set my watch back one and a half minutes. I was with the engineer after moving my watch back. Before starting out on a run I always compare my watch with the clock. It is the understanding that they take time every day at noon and set all the clocks to compare with the time. I would like to have the operator from Truckee brought here, as he knows exactly the time the wire broke the morning of the collision, and also knows the conversation I had with him about the time.

August Lundstrom testified: I was fireman on No. 9 on the 4th of this month. I don't know what time we left Verdi. I think I looked at Verdi and thought we could get in on our time at Laughton's without using any of our variation. I know it was short time. Our train broke in two this side or east of the Verdi bridge. We came to a dead stop there. I don't know who did the coupling. I should think this took a minute or so; it was done very quickly. I don't think it took three minutes. It was about one and a half or two miles west of Laughton's where the train broke in two. I believe there was some conversation between the conductor and engineer about being able to make Laughton's after the train broke in two. I think they had plenty of time to make Laughton's on the variation to make Laughton's. I don't think a man ever railroaded that has not used the variation, especially when they break in two. It is customary to run slowly and send a flagman out when running on the variation. When we were going to strike I told my engineer to jump. He reversed the engine and gave her steam, but did not jump. He had his hand on the throttle and stood there. The conductor jumped before I did. Perkins said after the collision to Thatcher, "You are a minute slow," but Thatcher was out of his head and made no reply. I looked at the engine clock about three minutes after the collision, and it was 1:51. It must have been later than 10:45 when the collision occurred. My train was using some of the variation when we collided.

(Continued on page 3.)

In Town and Hamlet

The seeds of intermittent and bilious remittent fever germinate and bear evil fruit. No community has altogether escaped it. In populous wards of large cities bad sewage cause it; and in their suburbs stagnant pools in sunken lots breed it. There is at once a remedy and a means of prevention. Its name is Hostetter's Stomach Bitters, which is, without exception, the most potent and reliable in existence to the malarial virus. Fortified with this incomparable, saving specific, miasmatic influences may be encountered with absolute impunity. Disorders of the stomach, liver and bowels, begotten by miasmatic taint water or any other cause, succumb to the beneficent corrective named, and rheumatic kidneys and bladder troubles are surely removable by its use when it is given a persistent trial.

This is the season of the year when the raw, cold winds create bad havoc with the hands and complexion. Soft, white hands and a clear "peachy" complexion can be assuredly preserved by the frequent application of Chamberlain's Skin and Hair Ointment. It leaves no greasy surface. The skin absorbs it. Sold by William Finsinger.

Mr. A. T. Fields, one of the leading merchants of Council Bluffs, Iowa, says the Chamberlain's Cough Remedy is the best cough preparation he ever used and recommends it to all without hesitation. Sold by Osburn & Shoemaker.

When a person tells you they never had such a cold in their life take their word for it and advise them to use Chamberlain's Cough Remedy and cure it. For coughs, colds and hoarseness it has no equal. Sold by Osburn & Shoemaker.

The immediate symptoms of Dyspepsia, or Indigestion, are a distressing sense of weight, oppression and fullness in the stomach, heartburn, loss of appetite, foul eructations, flatulency, nausea, pains in the bowels and head. Dr. HENLEY'S Ointment Tonic promotes healthy digestion and removes all unhealthy symptoms. Sold by William Finsinger.

GRAND DISPLAY
Spring and Summer Goods,
1889.
BRIGHT, NEW AND ELEGANT STYLES

In MEN'S, YOUTHS', BOYS' and CHILDREN'S CLOTHING, HATS AND CAPS of the LATEST STYLES, which will be
SOLD AT NEW YORK PRICES!

All I ask is a trial. You can buy a good Summer Suit, the Latest Style, from \$9 to \$15.

A very large and elegant line of Men's and Boys' TIES, the very latest patterns OVERSHIRTS, of the Finest French and English Flannels.

Everything found in a first-class city store can be found in my stock.

AGENT FOR J. B. STETSON & CO.'S FINE HATS.

BOOTS AND SHOES

IN GREAT VARIETY.

J. SUNDERLAND.

MISCELLANEOUS.

W. O. H. MARTIN.

Commercial Row, Reno, Nevada,

...DEALER IN...

Shelf Hardware, Bar Iron, Barbed Wire, Steel,

Cumberland Coal, Lime, Plaster, Cement,

AGRICULTURAL IMPLEMENTS

Buckeye and All Other Kinds of Machine Extras a Specialty.

GROCERIES, LIQUORS, TINWARE AND CROCKERY.

AGENT FOR EMPIRE MOWER.

MISCELLANEOUS.

F. LEVY & BRO.

The Reliable Dry Goods, Carpet and Cloak House

Will dispose of the remainder of their Cloaks

AT A GREAT SACRIFICE!

No Cloaks will be kept over for next season. This means bargains

ESPERSETTE, or SANFOIN,

"The Seed that Grows on Rocks."

—AND ALL OTHER PRIME EASTERN—

FARM, KITCHEN, GARDEN AND FLOWER SEEDS

AT MODERATE PRICES, AT

PINNIGERS,

APOTHECARY,

Corner Commercial Row and Virginia Street, Reno, Nevada.

SYRUP OF FIGS

Combines the juice of the Blue Figs of California, so laxative and nutritious, with the medicinal virtues of plants known to be most beneficial to the human system, forming the ONLY PERFECT REMEDY to act gently yet promptly on the

KIDNEYS, LIVER AND BOWELS
—AND TO—
Cleanse the System Effectually,
—SO THAT—
PURE BLOOD,
REFRESHING SLEEP,
HEALTH AND STRENGTH

Naturally follow. Every one is using it and all are delighted with it. Ask your druggist for SYRUP OF FIGS. Manufactured only by the
CALIFORNIA FIG SYRUP CO.,
SAN FRANCISCO, CAL.
NEW YORK, N. Y.

Read the GAZETTE'S Club rates.

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—AND TO—
Cleanse the System Effectually,
—SO THAT—
PURE B

WEATHER OBSERVATIONS.

Condition of the weather at the points named at 7 o'clock this morning:
Ogden—Cloudy, calm; 48 degrees above zero.
Carlin—Cloudy, calm; 41 degrees above zero.
Battle Mountain—Cloudy, east wind; 50 degrees above zero.
Winnemucca—Cloudy, calm; 43 degrees above zero.
Humboldt—Cloudy, calm, 56 degrees above zero.
Reno—Cloudy, north wind; 52 degrees above zero.

United States Signal Service predictions for the twenty-four hours beginning at 12 m. to-day. Generally fair weather; nearly stationary temperature.
W. McN. MILLER, Observer.

Monday, April 8, 1889

JOTTINGS.

Go to Lange & Schmitt for paint.
Go to Lange & Schmitt for garden hose; best value in the State.
All kinds of the best furniture right from the factory at W. L. Needham's.
By taking your meals at the Riverside Hotel you can always be sure of getting full value for your coin.
J. J. Becker's Chicago Saloon is the place to go for a glass of beer or a Sacramento beer or a nice hot lunch.
No better quality of both imported and California wine made for sale than is being carried by C. J. Brookings.
The ladies of Reno and vicinity should not fail to examine Miss Emma Gibbs' spring and summer stock of millinery.
George Becker's Granite Saloon is the place to go for a nice hot soup lunch and a glass of Pacific or Fredericksburg beer.
Desk folios, blotting paper, Bristol board, drawing paper, vellum cloth and carpenter's drawing paper at C. A. Thurston's news depot.
Take your meals at the Depot Hotel if you want to enjoy good health. Their cooks are the best and their waiters cannot be excelled.
By buying your meals of John Fraser you can always depend on getting as fine roasts, steaks, chops, cutlets and corned beef and pork as was ever sold over a block.

Narrow Escape.

This morning, when the east-bound overland express, which was a little behind time and was running quite fast, reached a point about ten miles east of Reno, the engineer noted a man on the track frantically swinging his hat, and by the prompt application of the air brake the train was brought to a standstill, when it was found that about eighteen inches of a rail had been broken out, the discovery of which by a man who had the appearance of being a tramp doubtless averted a terrible calamity.
That tramp should be carried in a vestibule car as far as he wants to ride.

San Francisco Meat Market.

Following are the rates for whole carcasses from slaughterers to dealers in San Francisco:
Beef—First quality, 5½¢@6¢; second quality, 5¢; third quality, 4½¢@5¢ per pound.
Veal—Quotable at 5¢@6¢ for large and 6¢@8¢ per pound for small.
Mutton—Quotable at 5¢@5½¢ per pound.
Lamb—Spring, 9¢@10¢ per pound.
Pork—Live Hogs, on foot, grain fed, 6½¢@7¢; salt, 5½¢@6¢; dressed, 9½¢@10¢ per pound.

I. O. O. F. Delegates.

Humboldt Lodge, No. 16, I. O. O. F., has elected the following delegates to attend the Grand Lodge to meet in Carson in June next: F. M. Fellows, Joseph Marzen, Ferd Reid, A. T. Gilson, G. A. Krenkle, L. A. Kent and E. D. Kelley.

The Ladies Delighted.

The pleasant effect and the perfect safety with which ladies may use the liquid fruit laxative, Syrup of Figs, under all conditions make it their favorite remedy. It is pleasant to the eye and to the taste, gentle, yet effective in acting on the kidneys, liver and bowels.

Oregon is one of the most productive States in the Union. Its vast mineral regions contain gold, silver, copper, iron and coal. Its immense tracts of grazing lands support thousands of cattle and sheep, and its extensive agricultural regions produce all the cereals in abundance, the yield per acre being in some instances, the largest in the world. Among the useful and valuable products of the Willamette State may be mentioned Oregon Kidney Tea, which has proved a boon to thousands afflicted with pain in the back and kidney difficulties. It is purely of vegetable composition and never fails. Sold by William Pinniger.

Knicker's Analgesic.

The best salve in the world for cuts, bruises, sores, ulcers, salt rheum, fever sores, chapped hands, chilblains, corns and all skin eruptions, and positively cures piles or no pay required. It is guaranteed to give perfect satisfaction, or money refunded. Price 25 cents per box. For sale by Hodgkinson & Co., druggists.

It should be generally known that Dr. Henry's Dandelion Tonic insures a hearty appetite and increased digestion, dispels all depression and low spirits, overcomes lack of energy and weakness, and will infuse new life and strength into the weakest invalid. Sold by William Pinniger.

Epoch.

The transition from long, lingering and painful sickness to robust health marks a remarkable event in the life of the individual. Such a remarkable event is treasured in the memory and the agency whereby the good health has been attained is gratefully blessed. Hence it is that so much is heard in praise of Electric Bitters. So many feel they owe their restoration to health to the use of the Great Alterative and Tonic. If you are troubled with any disease of the Kidneys or Liver or Stomach, of long or short standing you will surely find relief by the use of Electric Bitters. Sold at 50¢ and \$1 per bottle at Hodgkinson's drug store.

Their Business Booming.

Probably no one thing has caused such a general revival of trade at Hodgkinson's drug store as their giving away to their customers of so many free trial bottles of Dr. King's New Discovery for Consumption. Their trade is simply enormous in this very valuable article from the fact that it always cures and never disappoints. Coughs, Colds, Asthma, Bronchitis, croup and all throat and lung diseases quickly cured. You can test it before buying by getting a trial bottle free; large size, 50¢. Every bottle warranted.

GLENDALE NOTES.

A Thriving Community Busy with Spring's Work.
GLENDALE, April 7, 1889.

EDITOR GAZETTE: This interesting adjunct of the metropolis of Nevada begins to feel the kindly touch of the reviving quarter of the year. Ranchers are busy preparing their irrigating canals and ditches for use. From the preparations completed by the gardeners, Spring has sprung from the lap of Winter. The prospect of a good crop of wild hay and the June cut of alfalfa is already assured. The average granger of this section hopes much less inconvenience and injury from unequal distribution of water under the provisions of the Water Act, of the late Legislature. A preliminary survey of the ditch at the old Eastman dam has been made, counsel retained and all necessary steps taken to establish the status of this canal. Should the principal of priority finally obtain on the river, the proprietors of this ditch will undoubtedly have an abundance of water in the future.

Charlie Derby of the Alta mine has been rusticated at the Derby ranch for a few days.
Mrs. George Alt arrived home from California, where she has been sojourning for a month, in quest of rest and health. She comes back from the citrus belt with an increased regard for our bracing zephyrs and the multitude of blessing known only to the dwellers of the sagebrush range.
At a meeting of the Trustees of Glendale School District held to-day, preparations were made for the election of a trustee to take the place of Hon. H. M. Frost, whose term expires in May. The election takes place on the second Saturday of this month. In accordance with the provisions of the School Act of 1880, a school census marshal has been appointed for 1889. The Board then adjourned, subject to call of clerk.
SWAMPER.

BREVITIES.

Local and General Intelligence.
Read the 50-cent ad. of a lost crutch.
C. J. Brookings has some fine mares for sale—see 50-cent ad.
Read the 50-cent ad. of the Black Horse Livery Stable for sale.
John Sunderland's new sign does credit to the artist—Max Kohn.
Yesterday's east-bound vestibule train carried 54 through passengers.
There is talk of organizing a lawn tennis club in Reno. A good idea.
About 150,000 spawn have been secured for the Donner Lake fish hatchery.
Madame Urbaine gives singing and instrumental lessons—see 50-cent column.
The saw-mills on the Truckee river will commence to start up in about ten days. This will be a very early start compared with many former years.
Household furniture, etc., will be sold at auction on Wednesday, April 10, at 2 o'clock, at the residence of E. Meyer, opposite freight depot, Plaza street.
Last Saturday Governor Stevenson reappointed Willis G. Clark as Notary Public, to reside at Carson, and Claus Chenoweth, to reside at Winnemucca, Humboldt county.

District Attorney Allen is examining the witnesses in the Coroner's inquest being held on the death of Wilson and Mysegades, killed in the collision at Laughton's switch.

The first section of last evening's west-bound overland contained three dead-head vestibule cars. The second section, which carried the mail and express, was about an hour and a half late.

Those capable of appreciating a comfortable position should not fail to examine E. C. Sessions' newly received stock of easy chairs, the prices of which have been placed so low that no one will hereafter need to sit on a stool, bench or nail keg.

McKissick's Opera House.

Of the troupe which is to appear at the Opera House to-night the Indianapolis *Sentinel* says: "McNish, Rama and Arne's minstrels opened at the Grand last evening before a large audience, and gave a capital performance. The company is a very strong one, and contains a number of exceedingly clever specialists. The singing and dancing last evening were admirable, and several novelties were introduced which took the audience by storm."
The Chicago *Inter-Ocean* says: "McNish, Rama and Arne's minstrels are having good patronage at Hooley's theater, and are deserving of all they get, as the performance is one of the best ever seen in this city."

An Old Resident Gone.

Yesterday morning about 5 o'clock, J. F. Holladay, one of Reno's earliest settlers, passed away. Deceased was taken down with typhoid pneumonia on the Wednesday previous, and from the first, Dr. Hogan, his physician, had but small hopes of his recovery, so violent was the attack. Mr. Holladay emigrated to California in 1852 from Van Buren county, Iowa, and moved to Nevada from Downville, in the early sixties. He leaves a wife, a daughter, Mrs. W. S. Johnson, and a son Alfred, all of whom reside at San Francisco.

The Building and Loan.

The Union Building and Loan Association, a local organization, met last Saturday evening, and elected the following gentlemen as a Board of Trustees to serve for the first six months: J. M. Fulton, A. G. Fletcher, Charles Gulling, C. T. Bender, L. D. Folsom, S. J. Hodgkinson and Jerry Whited. Articles of incorporation were filed to-day.

Justice's Court.

"Rattling Bill" Reynolds is again "in lock," having been sent across the iron bridge for twenty days for being a common drunk.
Three vagrants were also sent up for twenty days each.

Nearly a Fire.

During a strong breeze yesterday afternoon an incipient blaze was discovered under the China wash-house on Lake street, near the French Hotel, but the prompt action of those who first discovered it saved a destructive fire.

(Continued from page 2.)

Isaac M. Cross states: I was head brakeman on train No. 9 on the 4th of April. I don't know what time No. 9 arrived at Verdi that day. I do not know the time she was at that point between there and Laughton's. We broke in two just on top of the twenty-five mile hill. The train was coupled up by the rear brakeman. The rear brakeman was in the caboose when the train broke in two and came up forward with a pin and link in his hand. The train immediately backed up to get the cars of the rear portion of the train. Should judge that this took three or four minutes. It was about one and a half miles from the top of the hill when we broke in two to Laughton's. After we coupled up we were running at good speed, probably at 15 or 20 miles per hour. We slowed down after getting to the whistling post to 6 or 8 miles per hour. The first I saw of No. 10 was the engine coming around the curve. When I saw that we were going to collide, I laid down and caught hold of the running board. The car that I was on had the top taken off and was thrown violently down the embankment and I under it. I think the rear brakeman was the first to come up where I was. I am slightly injured in the left hip. It was not over five or eight minutes from the time we commenced to start up where we broke in two till we were coupled up and had attained the same rate of speed we were running before we broke in two. The delay could not have been over five minutes. The custom among railroad men on this division is that very few of them use the variation when they can't make the meeting point. I have been a conductor on this division. I would use the variation to make a station if the opportunity offered itself, but we are not supposed to use it. I think that No. 9 was using some of the variation. I don't think there was any extra whistles given at the whistling-post; just the usual whistles. East bound trains would use the variation, but there is no rule to that effect. I am reasonably familiar with the rules of the company regarding the running of trains. I think there is a rule that strictly prohibits the using of the variation. The custom to avoid an accident of an east bound train when they are unable to make a meeting point without using the variation is to flag. I would, if compelled to use the variation, run to Laughton's under similar circumstances, but think I would have out a flag. I would have used all of the five minutes variation to have got there had it been necessary. The variation is for the train men to stop and flag. If No. 9 had sent out a flag from the whistling-post the collision would not have occurred.

PERSONAL.

State Senator Sharon went below last evening.
Dr. Greenlaw and wife returned this morning from California.
Hyman Fredrick came down from Virginia City Saturday evening.
Hon. W. E. Price returned this morning from a trip to the Bay.
Hon. Fred Dangberg of Douglas county was in town Saturday night.
Alfred, son of the late J. F. Holladay, arrived this morning from San Francisco.
Barney Horn of Horn & Chapman, returned last evening from the eastern part of the State.
Ben Steinman of the Sacramento railroad eating house, passed east on yesterday's vestibule train.
Mrs. A. B. Williams left last evening for Vallejo, Cal., on a visit to a married daughter and family.
Hon. John F. Swift, the newly appointed Minister to Japan, passed west on Saturday evening's overland.
Mrs. D. B. Boyd left last evening for Portland, Oregon, to attend her daughter Leota, who is very ill.
Frank Comstock has taken the position at the postoffice general delivery window, vice Frank Savage resigned.
H. C. Dunne, an old GAZETTE typo and a fine man, went to Ogden this morning to take a case on one of the leading papers in that city.
Mr. and Mrs. Pierce Evans returned this morning from Oakland, where Mrs. Evans has been suffering for some time with severe illness.
Maurice May, one of the genial landlords of the Verdi Hotel, was in town Saturday. The young fellow has many friends in Reno who are always glad to meet him.
D. B. Lyman, the mill and mine superintendent of the Bonanza mine, was in town Saturday evening to meet John W. Mackey, who passed here on his way from New York to San Francisco.

Card of Thanks.

We desire to express our thanks through the columns of the GAZETTE to all those kind friends who participated in the burial of Harry Wilson, who was the last surviving member of his family. [We feel that we were as near to him as anyone could be, not related, and deem it proper to return our heartfelt thanks to all who paid him respect.]
LALLA REMINGTON.
SADIE SYKES.

Examining Surveys.

Surveyor General Irish arrived from the west Friday, says the *Silver State*, on his way to the northwestern part of the county to examine surveys alleged to have been made some years ago, but of which the land claimants report they can find no trace. General Irish has been ordered by the General Land Office at Washington to make personal examination of the ground.

Make Yourself a Monument.

The 12th of April will be Arbor Day, so get green trees ready to plant in the Agricultural grounds. The Society has had the holes all dug and everything is in readiness. By planting a tree you make a monument for yourself that will last for a century.

Powder Works Explosion.

SPECIAL TO THE GAZETTE.
SAN FRANCISCO, April 8.—An explosion at the California Powder Works at Powning station, Contra Costa county, killed John M. Swan and slightly injured Charles Jessing, employees. They were at lunch at the time of the explosion, which occurred in the mixing room.

DIED.

HOLLADAY.—In Reno, Nevada, April 7, 1889, James F. Holladay, aged 60 years.

OPERA HOUSE DRY GOODS STORE.

C. W. BOOTON,
—OF THE—
Opera House Dry Goods Store
Has, during the past week, been receiving the
LARGEST and
BEST STOCK of
DRY GOODS
Which surpasses anything in the dry goods line ever brought to Reno. The

DRESS GOODS DEPARTMENT
Contains all the latest novelties of the season, consisting of
French and Berlin Imported
COMBINATION SUITS!
Ranging in prices from \$1.50 to \$25. Also all the latest shades in plain all-wool dress material in
French Foul and Fine Camel's Hair
Also the latest designs in Camel's Hair PLAIDS and STRIPES.

THE SILK DEPARTMENT is also complete in all the new shades of Radimers in plain and fancy stripe, also a full line of Pongees. We have also a special bargain for the ladies to commence on MONDAY MORNING. We will sell during the week 50 pieces of beautiful

SUMMER SILKS!
In checks and stripes; at the remarkably low price of 40 cents per yard. We have also a large assortment of **FRENCH CHALLIES**, which we will sell at the low price of 10, 12½ and 20 cents per yard. These nice fabrics are now becoming quite popular for ladies' wear on this coast during the spring and summer months.

Sateens in endless variety in plain and checked figures, also a grand assortment of

Embroideries White and Colored.

Our stock of **FLOUNCING** in white and black cannot be beaten in prices and quality. We have a special line of **VEILINGS** in colors, also in black, which have just been imported. In the

RIBBON DEPARTMENT
We beg to say that we have purchased at a great bargain 100 pieces, which we placed on sale Monday morning. The prices we are going to sell them for, as a special bargain during the week, is Nos. 7 and 9 at 15 cents per yard; No. 12 at the low price of 20 cents per yard. These ribbons we guarantee **ALL SILK**, double faced, that is satin on one side. At these prices, in order to get your choice, come early, as they cannot be duplicated for the same money.

PARASOLS!
In all the newest patterns at prices which defy competition.

Clothing Department!
Our stock now complete. We have for men 500 suits at \$5 per suit; 200 suits for boys at \$2.50 per suit.

SHOE DEPARTMENT.
We carry Nolan Bros' make, of San Francisco. We have also 500 pair of Philadelphia, children's shoes that we are selling at 75 cents per pair; also 300 pairs of ladies' grain shoes at \$1 a pair. Men's shoes in all the leading makes.

DOMESTIC DEPARTMENT.
We have now on hand 10 cases of Lonsdale muslin, one yard wide that we are selling at 10 cents which others in our city sell at 11 cents per yard. Have also 12 cases India Head brown muslin four-quarters wide, which we are also selling at 10 cents per yard. We are head quarters for Lace Curtains, Table Linen, White and Colored Bed Spreads and Sheetings in all widths.
We also place on sale 200 Ladies' White Embroidered Aprons at 25 cents each, worth double the price.

TO BE CONVINCED that you can purchase more goods and of better quality for less money than you can purchase elsewhere, call at the

One Price
Reliable Opera House Dry Goods Store,
RENO, NEVADA.
C. W. BOOTON.

PALACE DRY GOODS HOUSE.

—THE—
PALACE DRY GOODS AND CARPET HOUSE
GRAND OPENING
.....OF.....
SPRING AND SUMMER
SPRING AND SUMMER
SPRING AND SUMMER
Dry Goods, Fancy Goods, Carpets,
Wall Paper, Linoleum, Oil Cloth, Etc.,
MONDAY, APRIL 1

We take pleasure in announcing that MONDAY, APRIL 1st will be our opening day, when we will be prepared to show the **MOST EXTENSIVE and WELL SELECTED** stock of Spring Dry Goods, Fancy Goods, Carpets, Wall Paper, Linoleum, Oil Cloths, etc., that has ever been imported to this part of the State. We will display an elegant selection of

Fine Dress Goods & Combination Suits
Including many rare designs and latest colorings, also an extensive line of
Silks, Surahs, India Silks, Rhadames, Faille
Franchise, Satins, Velvets and Plushes in all Colors and Tints.
The Domestic Department

Will be filled to its utmost capacity, with the latest and choicest wash fabrics, such as Challies, Sateens, Foulards, Batistes, Percales, Lawns, Seersuckers, Gingham, Cambrics, Zanzibars, Organdies, and many novelties of the season.

Trimming Department.
Special attention has been given to the selection of Dress Trimmings, and our large collection of fine braids, gimps, passementeries in all colors and new shades will be found far superior to any that have ever been brought to this place.

Cloak Department.
In this department the styles are of the very latest, and some of the finest quality that could be produced in the best markets are displayed.

Elegant Wraps, Beaded Capes, Fine Jackets, Etc.
Fancy Goods Department.

The display in this department will be very attractive, as the novelties of the season will be largely represented. New and very fine hosiery for ladies and children. Kid and silk gloves; corsets of the most popular makes. Ladies' muslin and knit underwear, fine laces and embroidery. Handkerchiefs, collars, cuffs, ruchings, ribbons, children's bonnets, and many other articles too numerous to mention will be seen.

Carpets and Wall Paper.
To describe the many choice and stylish patterns we will display would not do them justice; they must be seen. We therefore respectfully invite our customers and the public in general to call and inspect our large and elegant stock, feeling confident that the liberal inducements we will offer will be satisfactory to intending purchasers. Respectfully,

PALACE DRY GOODS AND CARPET HOUSE
BANKING AND INSURANCE.
D. A. BENDER, President. GEO. W. MAPES, Vice-President. C. T. BENDER, Cashier. GEO. H. TAYLOR, Asst. Cashier.

FIRST NATIONAL BANK,
RENO, NEVADA.
Cash Capital, \$200,000. Surplus and Undivided Profits, \$77,450.
A General Banking Business Transacted.
Prompt attention given to all business entrusted to our care. Foreign and domestic exchange bought and sold.

PRINCIPAL CORRESPONDENTS:
BANK OF CALIFORNIA, San Francisco. NAT. BANK D. O. MILLS & CO., Sacramento.
AM. EXCHANGE NAT. BANK, New York. CONTINENTAL NAT. BANK, Chicago, Ill.
BROWN, SHIPLEY & CO., London. BANCA GENERALE, Genoa, Italy.

DIRECTORS:
W. O. H. MARTIN, A. H. MANNING, GEO. W. MAPES, D. A. BENDER, C. T. BENDER.

THE BANK OF NEVADA,
RENO, NEVADA.
Capital Stock Fully Subscribed, - - \$300,000
Will buy and sell exchange on San Francisco, New York, London and the principal Eastern and European cities.

OFFICERS:
M. D. FOLEY, President. M. MEYER, Cashier.
M. E. WARD, Vice-President. R. S. OSBORN, Assistant Cashier.
BOARD OF DIRECTORS: M. D. FOLEY, of Eureka.
DANIEL MEYER, of San Francisco. GEORGE RUSSELL, of Eureka.
M. E. WARD, J. N. EVANS, C. C. FOWNING, L. ABRAHAMSON, of Reno.

STOCKHOLDERS:
Daniel Meyer, M. Brown, L. Brown, of San Francisco; Russell & Bradley, of Eureka; M. D. Foley, H. Donnelly, W. E. Griffin, John Torrey, H. Johnson, of Eureka; Frank Golden, of Virginia City; Mat Healey, of Susanville; Theo. H. Winters, of Washoe Valley; R. M. Clarke of Carson; J. H. Whited, of Wadsworth; C. C. Fowning, J. N. Evans, A. Benson, R. F. Bobo, L. Abrahams, A. Abrahams, W. H. Gould, Sol. Levy, M. E. Ward, R. S. Osborn, R. H. Lindqvist, W. D. Phillips, E. Cohn, T. V. Julien, L. J. Philp, J. A. Mitchell, Francis Barker, of Reno.

Will transact a general Banking Business. Mining and other stocks bought and sold on commission. Agents for several first-class Insurance Companies.

MISCELLANEOUS.
SPRING AND SUMMER GOODS!

E. C. NORTROP HAS JUST RECEIVED AND PLACED IN order one of the finest assortment of Spring and Summer Goods ever brought to the town.

FINE COMBINATION SUITINGS, FANCY DRESS TRIMMINGS,
Sateens and all the Newest Goods To Be Had.

In connection with his ENORMOUS STOCK of DRY GOODS, he has added a complete and full assortment of
Carpets, Oil Cloths, Linoleums, Etc., Etc.

Call and examine the goods. Prices are the very lowest in the town.
Fowling's Brick Building, opposite John Sunderland's.

I. FREDRICK
LEADING JEWELER AND
WATCHMAKER
BEST OF GOODS AND WORKMANSHIP AT LOWEST PRICES

